

CLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS ONLY~~COUNTRY Germany (Soviet Zone)

REPORT

TOPIC Staken Airfield

EVALUATION

PLACE OBTAINED

50X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 3 April 1951

50X1-HUM

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between 1:30 and 3:30 p.m. on 3 March 1951, approximately 52 aircraft were parked in three rows in front of the hangars on the southern edge of the Staken (N 53/4 65) airfield. Thirty-two of the planes were counted and the rest were estimated. The aircraft were low-wing monoplanes with in-line engines, two-seater cockpits, antenna rods on top of the cockpit, and some had machine guns pointing to the rear. They were painted dark green and had a white-bordered red Soviet star on the fuselage and rudder assembly.

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There was no flying between 1:30 and 3:30 although the weather was clear.

2. A total of 400 men was seen behind the hangars marching in two groups from their quarters on the eastern edge of the field to the flight control tower. They wore blue overalls. About 50 men were working on parked planes, four men being assigned to each plane. Two men of each group wore flying suits and the other two wore overalls. Four guards were posted on the southern edge of the field and five sentries guarded the northern edge.
3. The sodded landing field was covered with snow. The taxiways and runways, however, were cleared and completely dry. There was frost on the ground.
4. No changes were observed at the radio installations west of the field. Trucks and tank trucks were observed at the field. (2)

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5. At 7:15 p.m. on 26 February it was observed that two rows of white lights extending from the eastern to the western edge of the field were switched on. The two rows were bordered by eight green lights on the western edge. On the western extension of this row of lights another row of red lights were lit outside the field. A wooden shed with an individual radio mast was at the end of the row of red lights. Behind the shed was a truck and

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a rotating searchlight which was in operation for about 2 to 3 minutes, then stopped for a short time, and was switched on again. There was local flying by individual planes which had their landing lights on.

6. At 6 p.m. on 28 February, three twin-engine transports took off from the field heading west. On 29 February the rotating searchlight was in operation until 1 a.m. although there was no flying. (1)
7. At 8:15 a.m. on 3 March, 31 single-engine ground attack aircraft were counted on the southern edge of the field. The planes were not parked in any discernible order, so that all of the aircraft could not be counted. The hangars were closed. A biplane took off at about 8:20 a.m. and headed southwest. Three soldiers laid a red landing T. How and empty bomb cases were piled near the store-house which were to be used for bombs in the northeastern corner of the field. The store-house was guarded by a sentry. At 11:45 a.m. 17 ground attack aircraft took off from the field in rapid succession. They assembled in two formations while flying in a large circle. (1)
8. Two single-engine high-wing monoplanes made local flights between 8 and 10 p.m. on 3 March. The visibility was clear. A thin snow cover was on the field. Between 11:35 and 11:55 a.m., 33 single-engine ground attack aircraft took off from the field, assembled over the field in formations of 8 to 9 planes and then headed north. A ground attack plane towing a sleeve target approached the field at 12:30 p.m. coming from the southwest. The sleeve target was released over the field. The plane then landed. At 12:40 p.m., 32 single-engine ground attack planes approached the field from the southwest and landed individually until 1 p.m. During the take-offs and landings it was observed that landing gears turned 90 degrees before retracting rearward. (1) Thirty-three single-engine ground attack planes again took off between 3:55 and 4:20 p.m. and landed at the field between 4:40 and 5:25 p.m.
9. On 4 March one twin-engine plane, four biplanes, and about 30 to 40 ground attack aircraft were parked in front of the closed hangars. There was no flying between noon and 1 p.m. although the weather was good. (1)

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Comments.

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One ground attack regiment equipped with II-10s and one air transport squadron are stationed at the field. An identifying feature of the II-10 plane is that the landing gear is retracted while turning 90 degrees whereas the II-2 plane retracts the landing gear without rotation.

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This regiment and two other ground attack regiments, one stationed in Staaken and the other in Brandenburg-Grado, form a ground attack division.

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